





# Intimations.

## CROWN DISTILLERIES COMPANY.

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- that -  
- cold -

A PURE LIQUEUR.

CROWN

MAPLE RUM.

WATKINS,  
LIMITED,  
AGENTS.

66, Queen's Road Central.  
Hongkong, 7th December, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [10]

KELLY & WALSH, LD.

JUST LANDED.  
Ex s.s. *Chusan*.

CHRISTMAS NUMBER OF  
"GRAPHIC."  
"ILLUS. LONDON NEWS,"  
"ILLUS. SPORTING & DRAMATIC NEWS,"  
"SKETCH,"  
"BLACK & WHITE,"  
"PEARS' ANNUAL."  
With Coloured Plates ... 75 cents each.  
Hongkong, 27th November, 1901.

# Today's Advertisements.

ST. PATRICK'S CLUB.

Near Tram Station.

A GRAND VARIETY CONCERT will  
be held in the above Club TO-NIGHT,  
14th December, 1901.

The following well-known artists have  
kindly promised their services:—

Mr. DANNEBERG (Pianist).  
Mr. GRACA (Violinist).  
Mr. OXBERRY.  
Staff Sergeant WARD, R.A.M.C.  
VICTORS, A.O.C.  
" BURNETT, R.E.  
Sergeant SIMMONS, R.E.  
Pte. BURGESS, A.O.C.  
Mr. WALLACE E.R.A., and others.

Doors open ... 8.30 P.M.  
Commencing ... 9.00 P.M. SHARP.  
Front Seats, \$1 Back Seats, 50 Cts.  
Hongkong, 14th December, 1901. [1353c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

are hereby notified that their Goods are at their  
risk being discharged into Lighters and/or  
landed into our Godowns at Wanchai and  
delivery may be had either from Lighters or  
from our Godowns upon countersignature of  
Bills of Lading.  
Goods remaining unclaimed after the 21st  
instant, will be subject to rent.  
No Fire Insurance has been effected.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 14th December, 1901. [7]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
and to take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 14th December, 1901. [4]

# Today's Advertisements.

THE HONGKONG HIGH-LEVEL  
TRAMWAYS COMPANY,  
LIMITED.

NOTICE is hereby given that the SEVEN-  
TEENTH ORDINARY GENERAL  
MEETING of the SHAREHOLDERS of  
the above Company will be held at the Regis-  
tered Offices of the Company, 38 and 40,  
Queen's Road Central, on FRIDAY, the 27th  
day of December, 1901, at NOON, for the  
purpose of receiving the Report of the General  
Managers together with a Statement of  
Accounts for the year ending 30th November,  
1901.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 20th to 29th inst.,  
both days days inclusive.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 14th December, 1901. [1357c]

PUBLIC AUCTION.

THE Undersigned have received instructions  
from The Official Administrator to Sell

PUBLIC AUCTION,  
FOR ACCOUNT OF THE ESTATE OF  
CHENG TAI IP (DECEASED)

MONDAY,  
the 23rd December, at 11 A.M.,  
at  
CAUSEWAY BAY

The Steam Launch  
"HOI PING,"  
Built of Teakwood. Length 63 feet 6  
inches. Breadth 12 feet 5 inches. Depth 2  
feet 3 inches. She has the following passen-  
ger accommodation.  
Within the waters of the Colony 73 passengers  
"Local trade limits 48  
Outside " " 14  
Net Tonnage " " 21.65

TERMS—As Usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 14th December, 1901. [1358c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.  
THE Company's Steamship

"HAICHING,"  
Captain Davis, will be despatched for the  
above Port, on TUESDAY, the 17th instant,  
at Noon.

For Freight or Passage, apply to  
DOUGLAS LAIR & Co.,  
General Managers.  
Hongkong, 14th December, 1901. [1359c]

FOR SHANGHAI YOKOHAMA AND  
KOBE.

THE Steamship

"SAMBIA,"  
Captain Schmidt, will be despatched for the  
above Ports, on TUESDAY, the 17th instant,  
at Daylight.

For Freight apply to  
HAMBURG-AMERIKA-LINIE,  
Hongkong Office.  
Hongkong, 14th December, 1901. [1360c]

FROM HAMBURG, ANTWERP,  
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"  
Captain Schmidt, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forward unless notice  
to the contrary be given before NOON TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 21st instant, will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA-LINIE,  
Hongkong Office.  
Hongkong, 14th December, 1901. [1361c]

# Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their Premises LIME-  
WASHED and CLEANSED in accordance  
with Law, are reminded that the period during  
which this work should be FINISHED ends  
on the 31st day of DECEMBER, 1901, and the  
Sanitary Board being convinced of the necessity  
of Cleanliness in its efforts to Stamp out Plague,  
is determined to rigorously prosecute any  
Owner in default after the above named Date.  
By Order of the Board,  
G. A. WOODCOCK,  
Secretary.

Sanitary Board Office,  
1st December, 1901.  
Notes:—The Western Division of the City  
lies to the West of Morrison and East  
Streets. [1318c]

NEW VICTORIA HOTEL.

ROTISSERIE,  
Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time,  
between 7.30 a.m. and 11 p.m.  
Monthly Dinner at Moderate Rates.

Madar & Farmer,  
Proprietors.  
Hongkong, 2nd September 1901. [958c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT  
of  
AMERICAN ASPARAGUS & DESSERT  
FRUITS, ALL KINDS.

Apply to  
G. GIRAULT.  
Hongkong, 20th August, 1901. [667c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public  
Generally that I have REMOVED my  
Stores from No. 13 to No. 5, D'AGUIAR  
STREET.

H. RUTTONLEE,  
5, D'AGUIAR STREET.  
Hongkong, 27th April, 1902. [14]

# Intimation.



A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character.

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

BIRTH.

On the 8th of December, at Shanghai, the  
wife of HAROLD H. TAYLOR, of a son.

DEATH.

On the 6th of December, at his residence,  
No. 100, Rubbling Well Road, Shanghai,  
ALFRED JAMES HOW, aged 71 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 14, 1901.

NOTES AND COMMENTS.

The Court.

Under the heading of "News from Peking"  
the *North China Daily News* publishes a  
telegram from its Peking Correspondent which  
certainly goes to show that matters are not  
running as smoothly between the Foreign  
Ministers and the Court as might be wished.  
The telegram, which is dated 5th December,  
says—

Prince Ching under advice of the British and  
U.S. Representatives proposed the following  
four suggestions to the Throne—

(1) Disinherit the Heir-Apparent P'u Chün;  
(2) Keep the Grand Secretary Yuan Lu away  
from Court;

(3) The decapitation of Tung Fubsing, and  
(4) The abolition of the Empress Dowager's  
so-called Regency.

The Empress Dowager reluctantly consented  
to the 1st and 2nd suggestions, but absolutely  
rejected the 3rd and 4th. Viceroy Yuan Shih-  
kai has been instructed to learn the opinions  
of the Foreign Ministers on the above and  
report to the Throne.

Although the date for the departure of the  
Court for Peking has been fixed by Imperial  
decree for the 14th instant, whether there is to  
be any further change of date will depend on  
Viceroy Yuan's report on the above.

Prince Ching's first conclusion regarding the  
Manchurian Convention was that there were  
certain points in the late Viceroy Li's negotia-  
tions which required slight changes, after which  
the Convention could be adopted at once; but  
the Foreign Ministers advised him not to do  
so, especially the U.S. Representative, who  
called on Prince Ching yesterday and proposed  
to intervene in the matter. Prince Ching has  
therefore changed his first intention and the  
Convention is likely to be set aside.

To us this looks very much as though the  
British and American Ministers were striving  
to insert the thin end of the wedge in order  
to bring about reform. They see, as we  
have so often pointed out of late, that so  
long as the Empress Dowager holds the  
reins of government there can be but little  
hope for China. She has worked consistently  
in the interests of the conservative element,  
and she sees that all her friends will be  
pushed into the background once reform  
becomes the order of the day. In this she  
is supported by the Court, for the members  
see as plainly as she does that they are  
doomed if her power is taken from her.

Under a reformed government the occupa-  
tion of these people would be gone for ever,  
for their training would unfit them for any  
high position, and the whole control of  
affairs would pass from the into the hands  
of men versed in Western methods. As a  
matter of fact the whole affair resolves itself

into a struggle for existence between the  
advocates and opponents of reform.

But what the conservatives fail to see is  
that by obstinately adhering to their ancient  
methods they are likely to bring about the  
ruin both of themselves and China. China  
has got to awake, now or to be broken up.  
She cannot hope to maintain her isolated  
position for many years longer, owing to the  
fierce struggle for supremacy which is daily  
growing more acute amongst the various  
foreign Powers. These Powers can only  
flourish by the opening of the markets of  
the whole world and this they must accom-  
plish, peaceably if possible, but forcibly if  
needs must. The struggle has grown to be  
so acute that no nation can afford to stand  
aside, but must be content to advance  
shoulder to shoulder with the others or go to  
the wall. Japan has grasped this fact, with  
the result that she has grown to be one of the  
Great Powers of the world and can take  
her own part. China, on the other hand,  
has chosen to go upon her sleepy way alone,  
she has neglected all opportunity of ad-  
vancement, has failed to arm herself or  
provide adequate defences, and the result  
is that she lies at the mercy of the weakest  
of the Powers, her one safety lying in the  
fact that they fail to agree amongst them-  
selves and are prevented by jealousy from  
dividing the spoil.

We do not for a moment suppose that  
the Empress Dowager will ever consent to  
the proposals to which she now gives a  
refusal, for it would simply mean the  
relinquishment of every particle of power  
for both her and her party. Her idea  
seems to be to keep the unfortunate  
Emperor well under her thumb and so  
control matters as to play into the hands of  
her conservative following the whole time.  
It is hardly likely that she will return to  
Peking so long as she sees that any of the  
Powers are at all anxious to see the Emperor  
once more in power, for she must be well  
aware that were he given a free hand his  
leanings towards reform would quickly bring  
about the deathblow of her party, as was so  
nearly the case just prior to the coup d'etat.  
Had the Powers, or any one Power, but had  
the foresight to have supported the Emperor  
in that time of trouble, in all probability the  
dark pages of China's history which cover  
the last two years, would never have been  
written and the country would have moved  
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her conservative following the whole time.  
It is hardly likely that she will return to  
Peking so long as she sees that any of the  
Powers are at all anxious to see the Emperor  
once more in power, for she must be well  
aware that were he given a free hand his  
leanings towards reform would quickly bring  
about the deathblow of her party, as was so  
nearly the case just prior to the coup d'etat.  
Had the Powers, or any one Power, but had  
the foresight to have supported the Emperor  
in that time of trouble, in all probability the  
dark pages of China's history which cover  
the last two years, would never have been  
written and the country would have moved  
a considerable distance along the road of  
progress.

into a struggle for existence between the  
advocates and opponents of reform.

But what the conservatives fail to see is  
that by obstinately adhering to their ancient  
methods they are likely to bring about the  
ruin both of themselves and China. China  
has got to awake, now or to be broken up.  
She cannot hope to maintain her isolated



**FIVE PER CENT, or Ten?** We who live at interior ports are bewildered, and somewhat vexed in spirit, says the Hangchow Correspondent of the *M.C.D. News*. We order stores or goods from home; they arrive in Shanghai, and duty is paid on them. They are then shipped up country, and duty must again be paid on them! We are told that a drawback may be gotten in Shanghai. But we, who are not merchants, are liable to have trouble in getting drawbacks, and end by paying, with the reluctance of him who sits in the dentist's chair, twice the amount of duty which China agreed with foreign nations to extort from them in order to meet the little bill she ran up last year. And if we buy of Shanghai merchants, who have paid their five per centum, and charge us accordingly, we are still worse off—for here we can get no drawback! We must pay up and say nothing. Is there no one to complain to? No power to set these things right?

**HISTORY REPEATED.**—Æschylus, the greatest of Greek tragedians, was killed in B.C. 456 by an eagle dropping a tortoise on his head. There have been those in the last two thousand years or so who regarded this story as a myth, and to such sceptics we recommend the following extract from the *Levant Herald* of the 16th of October, says an exchange:—A sad occurrence, as extraordinary as it was tragic, is reported from Elbassan, in Albania. Birds of prey are very numerous in that district, and the tortoise is one of their favourite foods. They swoop down upon these reptiles, seize them in their claws, and rising to a great height, let them drop. The shell breaks with the fall, and the bird then feasts upon the flesh. The other day a Christian from the village of Chinari went with his son to his field, and while he was taking his luncheon, he suddenly saw his son, who stood a little way off, drop down and an eagle fly about him. The bird had dropped a tortoise which fell on the boy's head and smashed it to pieces.

### THE DAIRY FARM COMPANY, LIMITED.

An extraordinary general meeting of the shareholders in the Dairy Farm Company, Limited, was to have been held at noon to-day at the Company's Office, No. 2, Albert Road, Victoria, for the purpose of considering and if thought fit, passing the following Resolution, viz:—

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Fifteen hundred dollars)."

There were present Capt. Tillett, Messrs. Machado, Walker (Manager) and R. P. Moffitt (secretary). There being no quorum, however, the meeting was adjourned till Wednesday next, at 4 p.m., and shot d the above Resolution be then passed by the requisite majority it will afterwards be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

### HONGKONG SHARE MARKET.

HONGKONG, Friday, December 13th. Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

Business has been inactive during the period under notice, and quotations generally have been characterised by weakness. The China and Manila Steamship Company, Limited, has convened an Extraordinary General Meeting for the 28th instant to consider and, if thought fit, to pass a resolution to increase the capital of the Company to \$1,500,000 by the creation of 10,000 new shares of \$50 each. Banks.—Hongkong and Shanghai Banks are quiet at \$60, with no sales to report. The London rate is £63. Nationals continue dull at \$27. Marine Insurances.—Unions are firmer and can be placed at \$342. China Traders have been parted with at the reduced price of \$52. Cantons have again been sold at \$155. Yangtzes are procurable at \$130. Fire Insurances.—A small parcel of Hongkong Fires has been disposed of at \$350, and the stock closes with sellers at \$365. China Fires are still enquired for at \$864. Shipping.—There is hardly any change to report in stocks under this heading. Hongkong, Canton and Macao Steamboats are in request at \$35. Indo-China steamers weak with sellers at \$145. Douglas Steamships have small sellers at \$47. China and Manillas have again been done at \$62. Star Ferries are on offer at \$24 and \$9 for the old and new shares respectively. Shell Transports have enquiries at \$2 17/16, but no shares appear to be obtainable. Refineries.—In China Sugars, no transaction has taken place, and our quotation of \$151 is purely nominal. Luzons have risen to \$26, and can be placed at the rate. Mining.—Punions have been sold and have further sellers at \$54. Raubs have dropped to \$17, and are offering at the figure. Jelebus have also declined, and are obtainable at \$4. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have been booked at \$200 and more are to be had. Kowloon Wharfs have found buyers at \$96. Farnhams are in demand at \$15. 252, Shanghai and Hongkew Wharfs have been placed at \$15. 202. New Amoy Docks are enquired for \$25. Lands, Hotels and Building.—Hongkong Lands are steady, and shares have changed hands at \$195. Kowloon Lands have sellers at \$34, and West Point are out of favour at \$62. Shanghai Lands are wanted at \$15. 101. Hongkong Hotels, after sales at \$140, have receded, and are now obtainable at \$139. Humphreys' Estate are weak at \$14. China Providents have been dealt in at \$64. Cotton Mills.—Hongkong Cottons have further declined, and shares are in the market at \$144 Cigar Companies.—Philippine Tobaccos have been fixed at \$45 and \$50. Miscellaneous.—Green Island Cements are offering at \$22. A. S. Watsons have been done at \$15. Electric, old issue, have changed hands at \$13, and the new shares are procurable at \$63. Ice have been booked at \$195. Ropes are on offer after sales at \$175.

**COTTAM & CO., CRICKETING HATS and CAPS.**

### ROBBERY AT THE HONGKONG HOTEL.

SUSPECTED THIEF MISSING.

What can certainly be described as a most mean robbery has been perpetrated at the Hongkong Hotel, and up to the present all endeavours on the part of the police to trace the suspected thief have proved futile. It appears that while travelling from Manila to Hongkong a Mr. A. G. B. Immel made the acquaintance, on board the steamship *Zufro*, of a Mr. W. B. Neal. They appeared in the best of terms and upon entering port on Thursday last decided to spend the night at the Hongkong Hotel, and agreed to share a room together on the third floor. Yesterday morning Mr. Immel got up and took a bath, and after placing his money which was under his pillow, in his pocket went to breakfast and said to Mr. Neal that they would go out together, adding that he first wished to go to the bank to change some money. Mr. Neal replied that he wished to go elsewhere and after paying his Hotel bill disappeared from the scene. In the meantime Mr. Immel went to the bank to present a cheque value \$200 gold, and upon looking into his purse found that instead of the cheque there was a piece of blank paper there, money to the value of \$2000 also being missing. The matter was at once placed in the hands of the Police and they are at present investigating the affair.

### BIG FIRE AT CANTON.

ENORMOUS DESTRUCTION OF PROPERTY.

In our columns last evening we were enabled to give a few particulars of a big outbreak of fire at Canton, which started about eleven o'clock the previous evening. Full details were not available, as the steamer bringing the news left before any idea of the extent of the fire, or the amount of damage caused could be fully ascertained. This morning, however, more facts are to hand, and several persons who actually saw the fire at its height have been interviewed with the result that we are enabled to give an extended account of the conflagration.

It appears that at about eleven o'clock on the night of the 12th instant an alarm was raised that a fire had broken out in the native settlement of Iionam, facing the Shamen foreign concession, just across the Macao Reach. The flames spread with alarming rapidity, and in a very short space of time rows upon rows of wooden Chinese houses, and matchboxes were in flames, and all hope of saving the buildings was despaired of, despite the efforts of the firemen who worked with a will and determination at the old-fashioned hand pumps. Fortunately the wind was blowing from the North-east and fanned the flames in a South Westerly direction; had it veered at all the destruction of property must have been far greater, and many European dwellings and business premises would have perished. All efforts to stop the progress of the fire were of no avail, and before morning several hundreds of houses were smouldering in a space, fronting the waters edge for nearly a mile and extending back for close upon three hundred feet. Junks and sampans anchored close to the shore also perished, and one or two launches had narrow escapes from being gutted. Thousand of people lined the shore on the opposite side of the harbour, and those looking across the fire in the direction of the city had a magnificent spectacle. Warships stood boldly out on the glittering water while sampans and junks, rocking about in all directions, were being hurried past them to get out of the reach of the long tongues of flame and dense clouds of smoke sparkling with red hot ashes. House after house was consumed, shipbuilding yards were in flames, while matting factories were being destroyed with awful rapidity. Help was forthcoming, and towards daybreak yesterday the fire was overcome and some idea of the amount of damage could be formed. Reports vary, however; some accounts put the number of buildings destroyed at about three hundred others limit it to a hundred and fifty while, from one source, we learn that it must be close upon six hundred. No doubt the damage is enormous, and roughly estimating on the few facts at present available it might be safely stated that nearly four hundred houses were burned to the ground. Without doubt there has been considerable loss of life, and particulars in this respect are anxiously awaited.

Writing yesterday from Canton, our local Correspondent says:—

A fire broke out last night about midnight, on Honam, among the shops on the river front on the Macao Reach. Several shops, which deal in coal were burned and a large amount of property destroyed. The fire burned very fiercely and was got under with difficulty. I have not learned the estimated value of the property destroyed.

### CANTON NOTES.

THE PURCHASE OF OFFICE.  
(From Our Own Correspondent).

CANTON, December 13th. The time has passed for the purchase of offices. It is said that the amount paid by office seekers in the Two Kwongs is \$3,000,000. It is just beginning to dawn on the people that this prohibition is only a hoax and that before a year is out the old order of things will be in force again. However it has been a most effective way to make the officials cash up their share of expenses.

### PRICE OF LAND.

There is quite a boom in land along the river front on Honam, Fa Ti and Wong Sha. There seems to be a conviction that foreigners want all the river front for big warehouses or places of business. As a result it is almost impossible to buy a piece of land which lies anywhere near the water. Land that was in

**COTTAM & CO., DRESS SHIRTS, TIES and COLLARS.**

the market a few years ago for from 50 to 100 ds., a Chinese acre will now bring 600 to 1000 ds. an acre. It is hardly possible that this condition of things can continue, but at present it makes it rather expensive for those who must buy now.

### THE LATE MR. A. J. HOW.

AN OLD CHINA HAND.

One of our oldest, most respected, and popular residents passed away yesterday morning at his house in the Bubbling Well Road, in the p room of Mr. Alfred James How, who died of scarlet fever, after a very short illness, at the age of 71, and is to be buried at 4 p.m. to-day, says the *M.C.D. News* of 7th instant. Mr. How came originally to Canton in 1855 to the firm of Wardley & Co., and subsequently joined the firm of Johnson & Co. in Shanghai, and became its head when Mr. Frank Johnson joined the firm of Jardine, Matheson & Co. Of the firm of Johnson & Co., Mr. David Gilmour of Shanghai is now the only surviving member. When the firm of Johnson & Co. was dissolved, Mr. How went home, coming out again and establishing himself as an import merchant, subsequently becoming a bill-broker, a business which he carried on very successfully up to the time of his fatal illness, so that he actually died in harness. He was wonderfully active and young-looking, enjoying his riding up to the last, and looking forward to another hunting season this winter. Socially he was very much liked by all who knew him, for he was in every sense a gentleman, and took a keen interest in everything that concerned Shanghai, while he served more than once on the Municipal Council, of which he was Vice-Chairman 36 years ago, and in other capacities. His death is a severe blow to a large section of the community, and it will be a long time before he is forgotten. The reports on Thursday morning were that he was rather better, but he got worse again at night, and died quite quietly at 2 a.m. yesterday, having been conscious almost up to the last.

### NOTES ON NATIVE AFFAIRS.

(From the *N. C. D. News*.)

### THE SECRET POLICY OF THE EMPRESS DOWAGER.

The following private dispatch from Nanking, which we have been permitted to translate, is of interest.—The decrees appointing Ch'en K'uei-lung (Governor of Peking), to be Director-General of Grain Transport with headquarters in Tsingkiangpu (Kiangnan), and Peng Ch'ing-li to be Literary Chancellor of Hupeh—wide Imperial decrees translated in these columns on the 4th and 5th instant—are the result of the recent denunciatory memorial of the notorious Boxer Yu Yin-lin against the Yangtze Viceroy who were the authors of the Yangtze Compact of 1900. Ch'en K'uei-lung, the ex-Governor of Peking, was one of the most rabid foreign-haters in Peking last year, and took a prominent part in inciting the Boxers at that time. There is not a single person in Peking who does not know of this. Peng Ch'ing-li and Ch'en K'uei-lung are both intimate friends of Yu Yin-lin, and even more rabid, if that were possible, than Yu himself against foreigners. The motives which prompted the appointment of Ch'en K'uei-lung to Tsingkiangpu, where he may easily keep an eye on the Nanking Viceroy, and Peng Ch'ing-li to Wuchang, a close neighbour of Viceroy Chang Chih-tung, seem to be clear enough, and it is feared in Nanking, by the friends of the two Viceroys, that it will be an evil day if those two rabid reactionaries find their way South under the special patronage of the Empress Dowager. The only hope for friends of progress is that the Foreign Ministers get warned in time and make a move to nip this secret plot in the bud by protesting against such dangerous appointments.

### THE DISINHERITED HEIR-APPARENT.

A private telegram from an official connected with the Court at K'ai-feng to a friend residing in Shanghai states that although Pu Chun has been disinherited and also ordered to leave the precincts of the Palaces instanter, by the Empress Dowager's special decree, this youth is still residing in the vicinity of the Empress Dowager's apartments and continues following her about. This makes people doubt the sincerity of the Empress Dowager's decree.

### THE KIAOCHOU BUDGET.

BERLIN, 5th December. The German Reichstag received to-day the Budget of Kiaochou for 1902-03. It shows expenses amounting to 12,328,000 marks, rendering necessary an allowance of 12,168,000 marks from the treasury of the German Empire, the revenue of the Colony itself being calculated at 11,050,000 marks, whereas 300,000 marks, was the income of the Colony and 10,750,000 the contribution of the Empire. The ordinary expenses reach the sums of

	1902.	1901.	Increase.
Marks.	Marks.	Marks.	Marks.
Civil administration	799,547	723,662	75,885
Military administration	.....	.....	.....
General expenses	2,458,593	2,119,599	338,994
Among the extraordinary expenses are mentioned:	.....	.....	.....

	1902.	1901.	Increase.
Marks.	Marks.	Marks.	Marks.
Building of harbour	3,400,000	3,385,000	15,000
Construction of buildings	2,105,000	1,590,000	515,000
Floating dock	400,000	300,000	100,000
Electric plant	350,000	.....	.....

The following addition to the military forces is required commencing from the first of October 1902: one chief of the Staff, one company of horse, and one detachment of Marine-Artillery; altogether one captain, three officers, and 165 men.—O. Lloyd.

**COTTAM & CO., TRESS'S FELT and STRAW HATS.**

### Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 5 for 5:30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th December, 1901. [1347c]

### Entertainment.

ST. JOHN'S CATHEDRAL.

THE FIRST FESTIVAL SERVICE of the HONGKONG DIOCESAN CHORAL ASSOCIATION will be held in the above Cathedral, on

TUESDAY, 17TH DECEMBER, at 5 P.M. ORDER OF SERVICE: Overture....."Stabat Mater".....Rossini. Processional Hymn....."Onward Christian Soldiers".....Sullivan. CANTATA....."THE HOLY CITY".....A. R. GAUL. Voluntary....."Stabat Mater".....Rossini.

By kind permission of Colonel the Hon. R. H. Burtie and Officers of the Royal Welsh Fusiliers the Band of the Regiment will Assist.

SOLOISTS: Soprano: Mrs. ANDERSON; Contralto: Mrs. DEALY. Tenor: Mr. G. F. LAMBERT; Basses: Messrs. H. P. HAY and W. J. TERRILL. Organist: Mr. G. GRIMBLE. Conductors: Mr. J. H. MOIR, R.W.F., and Mr. C. G. WARD.

Seatholders are requested to be in their Seats before 4:55 P.M., as all Seats unoccupied will be considered free after that time. It is hoped that those who attend will contribute liberally to the collection; especially remembering that the Order of Service and Words of 'The Holy City' will be distributed free.

ALFRED CUNNINGHAM, Hon. Secretary, J. C. Cho, Hongkong, 10th December, 1901. [1346c]

### For Sale.

FOR SALE.

KOWLOON INLAND LOT No. 615 having erected thereon the HOUSE known as ERANT HUNGALOW. The Lot has an area of 64,222 square feet, and has road frontages of 345 feet 6 inches on Observatory Road, 201 feet on Kimberley Road and 176 feet 6 inches on Des Vaux Road.

For Particulars, apply to Messrs. N. MODY & CO., 54 & 56, Queen's Road Central. Hongkong, 9th December, 1901. [1341c]

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [1356c]

### FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph. Hongkong, 10th August, 1901.

### To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1709c]

TO LET.

NO. 2, ORMSBY TERRACE, from 1st February, 1902. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 10th December, 1901. [1751c]

TO LET.

GODOWN—No. 54, DUDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1822c]

TO LET.

FIVE ROOMED BUNGALOW, "RHEDA," BONHAM ROAD. Beginning from 1st January, 1902. Apply to LIAO TZE SAN, CHINA MERCHANTS STEAM NAVIGATION CO., 38, Des Vaux Road. Hongkong, 30th November, 1901. [1303c]

TO LET.

HOUSES IN CLIFTON GARDENS, CONSTITUTION ROAD. GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Polo Ground. A HOUSE in KIPON TERRACE, "THE RETREAT," MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th November, 1901. [1209c]

TO LET.

EUROPEAN HOUSES, Nos. 4, 5, 7 and 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 194, Des Vaux Road Central. Hongkong, 13th December, 1901. [1976c]

### GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption, and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPKINS, St. Cloud, Westcourt Road, Worthing, England. (Name this paper). [1006c]

### Advertisements.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

**RAINIER BEER**

to all others—the whole world has it and likes it.

SOLE AGENTS:

**A. S. WATSON & Co., LIMITED.**

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [1028c]

**W. BREWER & Co.**

33 & 25, QUEEN'S ROAD.

NEW BOOKS & NEW EDITIONS. CHRISTMAS CARDS in Great Variety. CHRISTMAS PRESENTS. CHRISTMAS ANNUALS. DIARIES, 1902. GAMES OF ALL KINDS. A Souvenir of the Volunteer Camp .....\$1.50 A.B.C. Code, 5th Edition .....175c Hongkong, 11th December, 1901. [689c]

### NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes, and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

**LEOPOLD SPATZ & CO.**

Hongkong, 29th July, 1901. [1733c]

### INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

**DR. AUER VON WELSBACH Co., VIENNA.**

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

**KRUSE & Co., CONNAUGHT HOUSE.**

**PETER SYS' WONDERFUL SPECIFIC.** THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHÆA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession, Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901. [121c]

### THE VICTORIA DISPENSARY, HONGKONG.

### ERATED WATERS.

SIMPLE ERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SARSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

### Auction.

**E. B. R. PUBLIC AUCTION.** THE Undersigned have received instructions to Sell by PUBLIC AUCTION on WEDNESDAY, the 18th December, 1901, at 10 A.M., AT H. M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE & CONDEMNED STORES, Comprising—OLD IRON, PAPER STUFF, RAGS, CANVAS, IMPLEMENTS, &c., &c. Sale of Victualling Stores will commence at 2:30 P.M. TERMS—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 13th December, 1901. [1334c]

### Insurances.

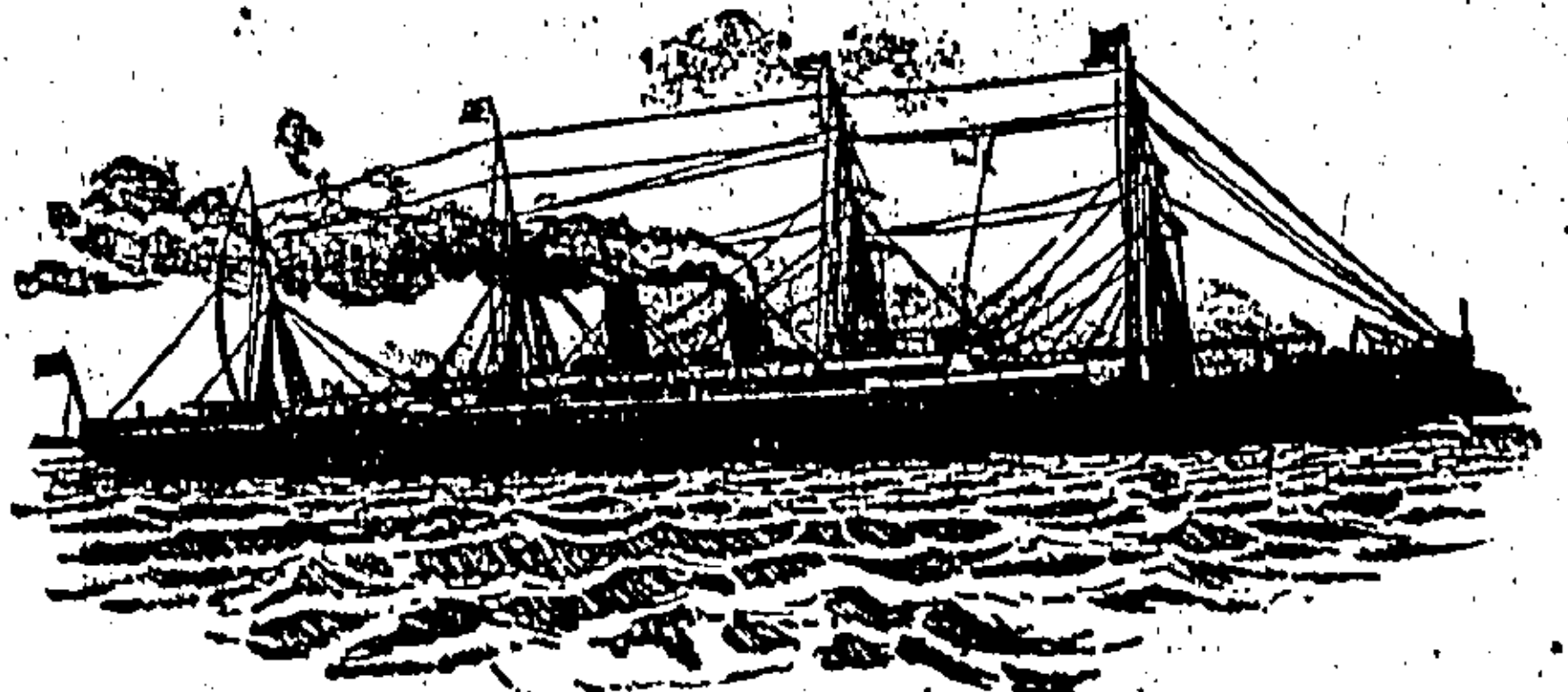
**"L'UNION" FIRE INSURANCE COMPANY, LD.** (Incorporated in 1828). THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office. A. R. MARTY, Agent. Hongkong, 5th July, 1901. [1712c]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.** THE Undersigned AGENTS of the above Company are prepared to accept Fire Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO. Hongkong, 28th May, 1901. [131c]



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.
"DOKIO"	THURSDAY, 9th Jan., 1902, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.
"PERU"	SATURDAY, 25th January, at Noon.
"COPTIC"	TUESDAY, 4th February, at Noon.

THE T. K. K. Company's Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials, and located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

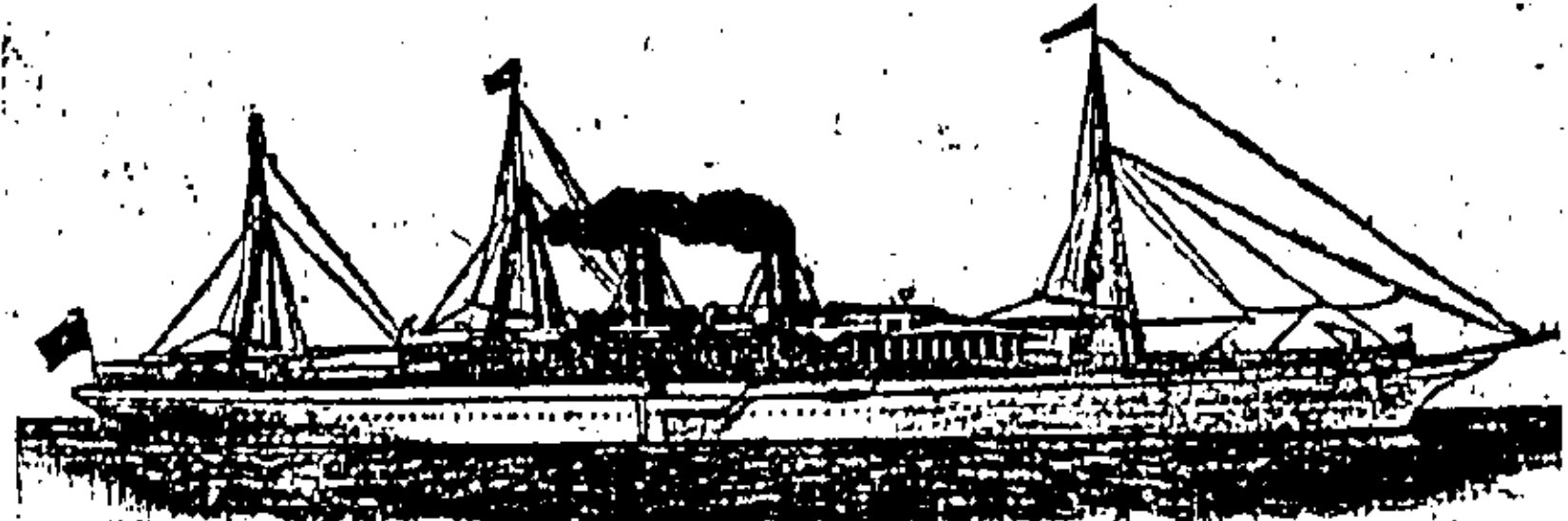
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 14th December, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 26th February.

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Hongkong, 4th December, 1901.

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## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SERBIA	HAVRE and HAMBURG.	24th Dec.	Freight.
Bremer	(Calling at SINGAPORE and COLOMBO).		
NUERNBERG	HAVRE, BREMEN and HAMBURG.	6th Jan.	Freight.
Ammon	(Calling at SINGAPORE and PENANG).		
STRASBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).		
SAMBA	HAVRE and HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
AMBRIA	HAVRE and HAMBURG.	12th Feb.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		
C. FERD LAEISZ	HAVRE and HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG).		
ATHENS	NEW YORK.	about 20th Dec.	Freight.
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For further Particulars apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 13th December, 1901.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. F.	Goodall, H. I. M.
Allard, Rev. T.	Good, J. Van Der
Alexander, M. R.	Groot, A. de
Augustin, C.	Gregor, J.
Aucha, O. A.	Guillard, Theo.
Anderson, C. M. N.	Glover, Miss.
Alexander, Miss	Gubbay, Nahom
Ahmed, A. Aziz	Graham, M. J.
Anita Miss	Garrett, F. J. V.
Anderson, H.	Gray, Miss
Anelino, Miss L.	Gilbert, Miss S.
Assumpcao, J. M.	Graham, W. L.
Anderson, Rev. H. E.	Groves, Capt. T. W.
Anderson, J. W.	Hermann, H. N.
A. L. M.	Henderson, H.
Attias & Co., J. S.	Holmes, S. A.
Attias, Albert, von	Holmes, S. A.
Attias, Julius	Holmes, S. A.
Attias, Julius	Holmes, S. A.
Abba, H. M.	Holmes, S. A.
Adelaide, Miss F.	Holmes, S. A.
Ahmed, A. J.	Holmes, S. A.
Burke, Rev. P. C. A.	Holmes, S. A.
Berger, L. W.	Holmes, S. A.
Babonneau	Holmes, S. A.
Brown, F. W.	Holmes, S. A.
Bennet, Major F. W.	Holmes, S. A.
Bierth, H.	Holmes, S. A.
Balkoss, H.	Holmes, S. A.
Brown, Rev. A. J.	Holmes, S. A.
Betra, W. E.	Holmes, S. A.
Babington, G. N.	Holmes, S. A.
Brow, S.	Holmes, S. A.
Brown, G.	Holmes, S. A.
Beasley, Lt. J. H. M.	Holmes, S. A.
Bates, Ed.	Holmes, S. A.
B. D. V., Madame	Holmes, S. A.
Bernardo, R. L.	Holmes, S. A.
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Bellisle, L. J.	Holmes, S. A.
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Bunce, C. Pelham	Holmes, S. A.
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Baner, Henry	Holmes, S. A.
Botsch, K.	Holmes, S. A.
Bishen Singh	Holmes, S. A.
Banina, E. E.	Holmes, S. A.
Boyd Kaye & Co.	Holmes, S. A.
Braet, Hy.	Holmes, S. A.
Boung, E.	Holmes, S. A.
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Borok, R. E.	Holmes, S. A.
Browning, S. J.	Holmes, S. A.
Barrington, J.	Holmes, S. A.
Brandt & Co.	Holmes, S. A.
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Brown, G. W.	Holmes, S. A.
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Bohnet, F.	Holmes, S. A.
Brownlow, E. O.	Holmes, S. A.
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Cruz, C. L.	Holmes, S. A.
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Catz, V. Leon	Holmes, S. A.
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Calder, Miss	Holmes, S. A.
Costello, Mrs. M.	Holmes, S. A.
Cattano, Leonardo	Holmes, S. A.
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Dent, C. S. F.	Holmes, S. A.
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Henry	Holmes, S. A.
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Egert, M.	Holmes, S. A.
Eakin, Miss E.	Holmes, S. A.
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Faria, Miss B. L. de	Holmes, S. A.
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Guthrie, J. P.	Holmes, S. A.
Goodall, H. I. M.	Holmes, S. A.
Gilbert, Mrs.	Holmes, S. A.
Gorke, A.	Holmes, S. A.
Gray, J. C.	Holmes, S. A.
Green, J. T.	Holmes, S. A.
Godzinski, W.	Holmes, S. A.
Girard, August	Holmes, S. A.
Gotze, Herr Adolf	Holmes, S. A.
Gibson, G.	Holmes, S. A.
Griffin, A. E.	Holmes, S. A.
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Altman, W.	New Club Sec.
Altman, W.	Noble, James
Altman, W.	Nicholson, H. J.
Altman, W.	Ojagar, Singh
Altman, W.	Olson, T.
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G. GIRAUULT ALICE'S MOST DELICATE  
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## community in giving them a cheap food supply?

Far better for the taxpayers to agree to pension every Australian hen and allow it to live in opulent and eggless ease than to submit to this burden of sixpence per dozen on Chinese eggs.

These are the arguments on the subject which will readily suggest themselves to every Free-trader. They are precisely similar to the arguments used on the question of boots, and woollen clothing, and furniture, and grain, and a dozen other things which the Barton tariff proposes to tax for the protection of Australian industry. The *Bulletin* awaits anxiously, then, their flourishing forth in the loud squeak of G. H. Reid—awaits anxiously, but to an extent, hopelessly, for the Cobdenites seem to wish to avoid this egg question as the politician seeks to avoid the feculent egg of the platform. Yet, consistency demands of the great Free-trade party some firm utterance on the subject, else it will incur the ignominy of quietly consenting to give to the Australian hen, the protection which it wishes to take away from the Australian work-man. The defence of the Chinese egg against its local enemies is the duty of pressing moment for the Foreign-traders.

## THE CHINESE CHEAP-TRIPPER.

Writing in an Australian Journal "H. B. T." says:—

Premier Barton was recently deputationised by representatives of the shipping firms instrumental in flooding Australia with yellow and brown agency. The stringent terms of the Alien Restriction Bill have kind of struck their principals all of a heap. Hence the deputation. Little wonder that these firms are up in arms against the new alien legislation. Years ago they reaped huge profits for their shaholders (most of whom are non-resident in Australia), by carting down the Chow in his hundreds every voyage, and dumping him in large consignments at various points along the Australian coast, from Port Darwin in the north to Adelaide in the south. The fares charged to incoming Chow are not based on what might be termed a moderate scale, 250 Mexican dollars being a common figure. This goes to the contractor "compradore," who makes all arrangements for the would-be emigrant. It includes the provision of a permit—a naturalisation paper purchased from a returned emigrant who has no further use for the same. A selection of these documents, with photos, attached, is always available at several compradores' offices in Hongkong, and the heap is searched until the one most likely to fit and correspond with the intending emigrant is selected. Armed with this he presents himself on board, and is carried to his required port of destination. En route he undergoes a sort of coaching from the older hands in the topography of his desired haven, hence the ludicrous answers occasionally given to examining customs officials. Should he be bowled out as an impostor, as occasionally happens, the expense of his return fare is chargeable to the compradore who ships him. The menu furnished for Chinese passengers isn't extensive. Rice is provided three times daily, with the addition of a thin soup



has set in. Friendship for the race has cooled to a marked degree of indifference; while hatred has grown to such malignant intensity that it brings a struggling people again face to face with a state of things that threatens dire results. The old loyalty and friendship are things of the past. Criticism, scepticism, and mere toleration have usurped their place. The community of interests has disappeared. New interests, domestic and foreign, now unite the white people of the North and the South, with the black man left out. The two races have drifted apart with the years, new movements, and the new generation. The points of contact that once made for mutual sympathy and mutual respect have nearly ceased to exist. The gulf has widened until it now seems well-nigh impassable. The negro finds himself alone to fight his own battles as best he can against tremendous odds. His virtues are magnified, his virtues grudgingly admitted, if at all. He himself is so discussed, dissected, and analysed, that he feels every movement misjudged, every motive questioned, every trait scrutinised as to its racial significance, and in short, every nerve laid bare.

In view of this situation the negro has become restless, discouraged, despondent, almost brought to the verge of despair. He sees that he has reached a most critical period, a most portentous moment in his life.

The vengeance of the mob wreaks its lawless will on the black man for crimes, alike real or fancied. For trivial offences he is sent to prison and to the chain gang, where deep degradation is forced upon the unfortunate victims regardless of age or sex. The convict lease system of the South makes common prey of the race; while all over the land, man, as well as other interests, sacrifice to the greed and avarice, and to the desire for place and power. In the public eye, the negro is absolutely a nonentity. The lynching spirit, nowise on the decline, has for sixteen long years been indulged against the race. The figures show that the victim of mob violence, whether North or South, is almost invariably a black man. Out of the 115 thus unlawfully executed in the year 1900, 107 were of the negro race. According to statistics, gathered by the *Chicago Tribune*, Louisiana and Mississippi with twenty each; Georgia had sixteen; Florida, nine; Alabama, eight; Tennessee, seven; Arkansas and Virginia, six each. Indiana, Kansas, and Colorado also dispatched themselves by lynchings; while in various other northern States repeated attempts were made in the same direction. Burning at the stake, accompanied by the most fiendish tortures, the most atrocious cruelties, is the portion of the coloured man. In a word, race hatred fires mobs to run riotously mad in great cities, North and South, clamouring for the blood of every negro. He is shot down in cold blood, tracked with bloodhounds as in the days of slavery, and subjected to every form of indignity, as well as persecution. Negro womanhood does not escape. It is assaulted and traduced, and the white assailant allowed to go free, while the black man, guilty or not guilty, if but suspected of similar crimes, is hunted like a beast, and dispatched without mercy. The entire country seems to have returned to an era of barbarism.

Negro human life and negro human rights are not considered worthy of either serious thought or of common protection. Disfranchisement is spreading throughout the South. By one, the Southern States, in direct violation of the constitutional amendments, are depriving the negro of the right to vote. Every means is used to prevent the exercise of the ballot. Force, fraud, chicanery, and cunning, combine to cheat the race of its legal rights. Proscription meets it everywhere. Public places of amusement and of comfort once freely opened, now turn the negro from their doors with trivial excuse or with insult. The refined are made to suffer the same treatment as the degraded. Neither class nor condition is taken into consideration. The negro is a negro. Jim Crow cars are the portion of all who travel in the South, and inter-State laws are as good as annulled in many sections. These same cars are even daring to enter northern limits, and thus thrust further indignity upon an already much humiliated people. Freedom of speech and of action is exercised in the South at the risk of life. In short, the Constitution is hourly trampled upon by those who seek to repeal its amendments by statutes, and do repeal them in fact by the ostracisms, the insults, the outrages, and the deprivation of every right and privilege that manhood holds dear. Existence itself is made miserable for a people living under a Government who basely is liberty, and whose corner-stone is justice and equal rights.

In such a state of affairs, for the race to remain inactive means death to the individual, death to the race itself. Some movement must be made. Problems thicken and the nation sits like a sphinx—immovable and silent. The negro must speak, must act for himself. Ten million of black people and sixty millions of white are here together. Here together they must largely remain, despite all plans and theories to the contrary. The destinies of the two races are strangely united. Their future is one of interdependence, and the character of this future largely rests upon the raising up of such forces as shall prevent a total and disastrous collapse of all friendly interest and all civil order; that shall strengthen the relations that make for mutual interests, and shape a true and a high civilisation for all concerned. To this end, strenuous efforts should be put forth by every American patriot, black or white.

Whether the present deplorable condition shall be handed down as a legacy to be perpetuated through the twentieth century is a vital question. The present is dark and presages a future of more intense gloom, unless the conscience of the American people can be aroused.

to a high sense of duty, their hearts touched with a deep sympathy, and their reason enlightened. To these the negro race makes its appeal to-day. We ask where are the Christian ministers and teachers? Where are the friends of humanity? Are there no Garriisons, Lovejoys, Phillipses, Sumners, Lincolns, Douglasses, Gerrit Smiths to plead the cause of the despised negro? Who will stand by us as we beg for justice, for our rights, for an equal chance to make a way upward and onward unimpeded by restrictions, by proscriptions, by prejudices? Shall not this century be made indeed the century of humanity, with race prejudice and hatred eliminated and human sympathy deepened and broadened to the utmost? The negro needs friends to-day. He needs more avenues open to him. He urges the recognition of true manhood and worth wherever found. This is not only a necessity for his own advancement, but the nation needs it as well, because to refuse it is to embitter further those daily galled almost beyond endurance, to make dangerous classes more dangerous, to invite lawlessness, to incite to crime and to anarchy.

Per P. and O. steamer *Roma*, connecting with the steamer *Bengal*, at Colombo, from London, Nov. 14.—To Shanghai: Mr. Otto. To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons, Lieut. and Mrs. C. Townley and child, Mr. R. E. Humphreys. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son, Mr. Rettburg. To Hongkong: Dr. and Mrs. Clift.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Yokohama: Mr. J. M. Maitland. To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon, Mr. H. W. Merrill, Miss Dixon. To Manila: Messrs. A. Turner, and G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Caramandel*, at Colombo, from London, Nov. 29.—To Yokohama: Mrs. and Miss Melssacs. To Shanghai: Mr. and Mrs. W. McArthur, Mr. R. D. Ballantine, Mr. de Bretteville, Mr. and Mrs. J. Lowe. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming, Mrs. Arnold and child, Mrs. Lewis and 4 children, Mrs. Hamilton and 3 children, Mr. J. G. Kinnaird, Mr. A. G. Fletcher. From Gibraltar. To Hongkong: Mrs. Hayward and 2 children. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per P. and O. steamer *China*, connecting with the steamer *Parramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrice. From Marseilles, Dec. 20.—To Hongkong: Mr. Houston.

Per P. and O. steamer *Bombay*, from London, Dec. 14.—To Yokohama: Mr. and Mrs. Maw.

Per Messageries Maritimes steamer *Indus*, from Marseilles, Nov. 17.—To Yokohama: Mrs. Menier, Mr. Verlongen Gosus, Mr. R. S. Furlong. To Shanghai: Messrs. Andre Brand, Jules Gony, Deveria, Duval, Mr. and Mrs. Tamine. To Hongkong: Mr. and Mrs. Nioxi, Messrs. Kahn, Weill, Levey. To Haiphong: Messrs. Durupt, H. Ginsnead, Mr. and Mrs. Claimens, Messrs. Choirel, Trincardieri, Nicholas, Freynet, and Zaborowski.

Per Messageries Maritimes steamer *Colindale*, connecting with the steamer *Tonkin*, at Colombo, from Marseilles, Nov. 24.—To Yokohama: Mr. and Mrs. Nakai.

Per Messageries Maritimes steamer *Tonkin*, from Marseilles, Dec. 1.—To Yokohama: Mr. and Mrs. Stein.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Shanghai: Mr. Yang Si Tcheng, Mr. Che Tseng.

Per Norddeutscher Lloyd steamer *Prinz Heinrich*, from Bremen, Nov. 13, and Southampton, Nov. 18.—To Yokohama: Mr. G. Kowaki. To Shanghai: Mr. and Mrs. McIver, Miss Butler and friends, Mr. and Mrs. Thompson, Mr. Blakie, Dr. McPhun, Mr. Lester and family, Mr. and Mrs. Rudland and child, Dr. and Mrs. Wilson and family Mr. and Mrs. Conway, Misses Culverwell, Lloyd, Towle, Simpson, Harms, Wartmann, Dewar, Mr. and Mrs. Simpson and family, Mr. Gillmer, Mr. and Mrs. Robertson, Messrs. Brackenbury, Richardson, Smith and friend, Mrs. Grenier and child, Miss Binstead, Mrs. Agassiz and children, Mrs. Allen, Messrs. Wallace, Davies, Mrs. Lennox and 3 children, Mr. and Mrs. Spinney, Mrs. Swan and child, Misses Tribe, H. Jenkins, Messrs. A. H. Budgson, Marson, Argento, Jennings, Mrs. Dowling and children. To Hongkong: Mr. Ellick, Mr. A. Rodger, Mr. W. Taylor, Mr. and Mrs. Capell, Mr. and Mrs. F. B. Marshall, Miss Powell, Messrs. T. Gibbs, Pearce, T. L. Richardson.

Per Norddeutscher Lloyd steamer *Preussen*, from Bremen, Nov. 27, and Southampton, Dec. 2.—To China: Messrs. Frizell, Smith.

Per P. and O. steamer *Roma*, connecting with the steamer *Bengal*, at Colombo, from London, Nov. 14.—To Shanghai: Mr. Otto. To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons, Lieut. and Mrs. C. Townley and child, Mr. R. E. Humphreys. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son, Mr. Rettburg. To Hongkong: Dr. and Mrs. Clift.

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**Hotels.**  
**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.  
The most comfortable family Hotel in Hongkong.  
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,  
CIVILITY AND ATTENTION.  
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[1339c]

TERMS MODERATE.  
Hongkong, 7th December, 1901.

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**KOWLOON HOTEL,**  
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J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

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Very best brands of Wines, Beers and spirits only kept. Private  
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Under entirely new management.  
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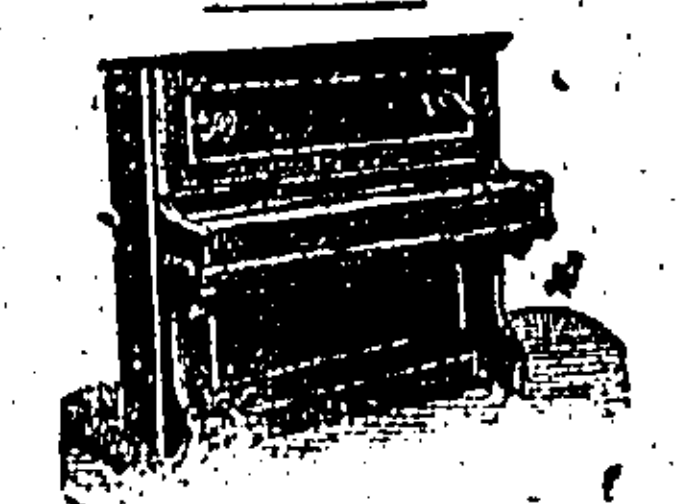
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BOARD AND RESIDENCE.  
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MARINE ENGINEERS, SHIP CONTRACTORS  
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Collisions and Damages Surveyed for Insurance Companies, Ships' designs and  
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Office: 9, Queen's Road Central.  
Hongkong, 8th November, 1901. [1214c]

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DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND  
GENERAL EXPORTERS.  
No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.  
Hongkong, 20th November, 1901. [1256c]

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**MELLIN'S**  
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For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**THE ROBINSON**  
PIANO CO., LIMITED.  
  
BEST VALUE IN  
**PIANOS.**  
MONTHLY PAYMENT  
SYSTEM.  
Hongkong, 19th August, 1901. [757c]

**C. CHARLES BROS. & CO.,**  
THIS COMPANY has opened a New  
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NAVY CONTRACTORS, GENERAL STORE-  
KEEPERS, PROVISION AND COAL MERCHANTS,  
TAILORS AND OUTFITTERS. FRESH WATER  
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everything cheaper than any other Company  
in this Colony.  
No. 30 DES VOREUX ROAD CENTRAL,  
HONGKONG.  
Hongkong, 13th December, 1901. [1356c]

**ST. JOSEPH'S COLLEGE,**  
HONGKONG.  
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets as a lasting testimony of their generosity.  
**THE CHRISTIAN BROTHERS.**  
Hongkong, 22nd November, 1901.

**Japanese Curios.**  
D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.  
Hongkong, 30th April, 1900. [47]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
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"AFRIDI" about 10th Jan.  
"SHILLEN" about 20th Jan.  
"DOWHER CABLE" about 31st Jan.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 6th December, 1901. [1447c]

**CHS. J. GAUPP & CO.,**  
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PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	"TAIYUAN"	18th instant.
SAMARANG AND SOERABAYA	"KWEIYANG"	19th instant.
CEBU & ILOILO	"KAIKONG"	21st instant.
SHANGHAI	"WANGPOA"	21st instant.
MANILA	"SUNGKIANG"	23rd instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Norddeutscher Lloyd Orient Line.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL.....	"PELEUS" .....	18th December, 1901.
" .....	"PATROCLUS" .....	16th " " "
" .....	"STENTOR" .....	24th " " "
" .....	"NEMRON" .....	3rd January, 1902.
" .....	"IDOMENEUS" .....	8th " " "
" .....	"TANTALUS" .....	16th " " "

## HOMEWARDS.

FOR LONDON.

"GLAUCUS"	24th "
"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st "
"IXION"	18th Dec., 1901.
"PATROCLUS"	15th Jan., 1902.

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. B. Co.**

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"

and  
"KNIGHT COMPANION,"

between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,

and YOKOHAMA.

The Steamship "INDRAVELL," will be despatched for PORTLAND (OR.) on or about the 26th December, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 5th December, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

The Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 14th December, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

The Company's Steamship

"DAIGI MARU."

Captain T. Kano, will be despatched as above TO-MORROW, the 15th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th December, 1901.

## COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Company's Steamship

"INDUS."

Captain Duchateau, will be despatched for the above Ports, on or about MONDAY next, the 16th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 10th December, 1901.

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ACARA."

Captain Kilgour, will be despatched for the above Port, on or about 17th December.

To be followed by the Steamship

"ASAMA."

Captain Bement, on or about 27th December.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd November, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

The Company's Steamship

"ANPING MARU."

Captain S. Aizumi, will be despatched for the above Port, on WEDNESDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th December, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Company's Steamship

"ZAFIRO."

Captain A. Ramsey, will be despatched as above WEDNESDAY, the 18th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 13th December, 1901.

## Shipping.

## STEAMERS.

"GLEN" LINE OF STEAMSHIPS.  
FOR LONDON VIA SUEZ CANAL.

The Steamship  
"GLENROY,"  
Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th instant.  
For Freight, apply to  
MCGREGOR BROS. & GOW.  
Hongkong, 5th December, 1901. [1292c]

## Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA KOBE AND MOJI.

The Company's Steamship

"HITACHI MARU."

having arrived from the above Ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undredged will be subject to sale.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NIPPON YUSEN KAISHA.

Hongkong, 11th December, 1901. [1349c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Victoria.

From Australia, ex S.S. India.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 9th December, 1901. [1350c]

## Intimations.

## Sabang-Bay Harbour and Coal Co., Limited.

Fulo Weh, North Sumatra.

Cable-Address:—"HAKCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Cambrian Coal at current rates.

Ships can call at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1008c]

## C. E. WARREN BUILDING CONTRACTOR

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC Tiles. Prices on Application. [1538c]

## RIGAUD'S White Violet Extract

This fugitive and delicate perfume is as persistent as an Extract for the handkerchief.

White as a Soap and Powder.

It has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets distilled each bottle of.

PARIS RIGAUD'S Extract

Hongkong, 4th December, 1901. [1317c]

## Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 19th August, 1901. [120c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1901. [137c]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1901. [145c]

## HONG SING, 8, Braconfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [196c]

## SIEN TING, SURGEON DENTIST.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1901. [110c]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [166c]

## DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [18c]

## A. LING &amp; Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL.

Speciality:—FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [1042c]

## Intimations.

M. STEVENS & CO. CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO. Beaconsfield Arcade.

Hongkong, 2nd September, 1901. [1959c]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicines Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

ASK

H. RUTTONJEE

FOR FRENCH SWEETS and CRYSTALLIZED MIXED FRUITS from a well known French maker, which are sold at moderate prices:—

ALMOND FLOTS, ROSE BURNED ALMONDS, MARZILAN ALMONDS, RASPBERRY GUM

DROPS, CRYSTALLIZED MIXED FRUITS in Fancy Boxes.

H. RUTTONJEE, No. 5, D'Aguiar Street, and

No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 28th November, 1901. [1145c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 5, D'Aguiar Street and 39 & 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [14c]

"Sanita's Disinfecting Fluid"

ALSO POWDER, SOAP, EMBROCATION, &c.

"HOW TO DISINFECT."

Book sent FREE on application.

Of all Chemists, and The "SANITAS" Co., Ltd., Bethnal Green, London.

Hongkong, 13th July, 1901. [145c]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, effectually superseding injections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases.

In diphtheria, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been found of such a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health.

This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co. Limited, Hongkong, China and Manila.

Hongkong, 22nd September, 1901. [145c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BUARILL, British ship, Jeffrey.—Order.

HELEN H. WYMAN, American ship, Vanhook.—Arnhold, Karberg & Co.

October 10







## Post Office.

A Mail will close—

For Haiphong—Per *Aperade*, to-morrow, the 15th instant, at 9 A.M.  
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 15th instant, at 9 A.M.  
 For Canton—Per *Powan*, to-morrow, the 15th instant, at 9 A.M.  
 For Canton—Per *Hamam*, on Monday, the 16th instant, at 7.30 A.M.  
 For Singapore, Penang and Bombay—Per *Bornida*, on Monday, the 16th inst., at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Ville de la Cloche*, on Monday, the 16th instant, at 11 A.M.  
 For Swatow and Shanghai—Per *Wingsang*, on Monday, the 16th instant, at 2 P.M.  
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Riojun Maru*, on Monday, the 16th instant, at 3 P.M.  
 For Shanghai—Per *Lokang*, on Tuesday, the 17th instant, at 3 P.M.  
 For Manila—Per *Zafiro*, on Wednesday, the 18th instant, at 10 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th instant, at 11 A.M.  
 For Singapore, and Calcutta—Per *Austria*, on Wednesday, the 18th instant, at 2 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Wednesday, the 18th instant, at 4 P.M.  
 For Kobe and Yokohama—Per *Marie Valerie*, on Thursday, the 19th instant, at 3 P.M.  
 For Samarang and Sourabaya—Per *Kwaiyang*, on Thursday, the 19th instant, at 4 P.M.  
 For Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 21st instant, at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 21st inst., at 11 A.M.  
 For Cebu and Iloilo—Per *Kaifong*, on Saturday, the 21st instant, at 4 P.M.  
 For Shanghai—Per *Whampoa*, on Saturday, the 21st instant, at 4 P.M.  
 For Europe, &c., India, via Tuticorin—Per *Konig Albert*, on Wednesday, the 25th inst., at 11 A.M.  
 For Manila—Per *Sunkiang*, on Saturday, the 28th instant, at 4 P.M.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Thyra*, on Monday, the 30th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tarlar*, on Tuesday, the 29th Jan., at 11 A.M.

## EXCHANGE.

Hongkong, 14th December.  
 ON LONDON, Telegraphic Transfer, 1/10 1/16  
 Bank Bills, on demand, 1/10 1/16  
 Credits, 4 months' sight, 1/10 1/16  
 D'ments, 4 months' sight, 1/10 1/16  
 ON BERLIN, (demand), 1/10 1/16  
 ON PARIS, Bank Bills, on demand, 2/11  
 Credits, 4 months' sight, 2/11  
 ON NEW YORK, Bank Bills, on demand, 45 1/2  
 Credits, 30 days' sight, 45 1/2  
 ON BOMBAY, Telegraphic Transfer, 1/13 1/4  
 On demand, 1/13 1/4  
 ON SHANGHAI, Telegraphic Transfer, 7/31  
 Private 30 days' sight, 7/31  
 ON YOKOHAMA, T.T., 10 1/2 p.m.  
 Sovereigns, Bank's Buying Rate, \$10.80  
 Gold Leaf 100 touch, per tael, \$57.70  
 Bar Silver, 25 1/16  
 Dollars, 25 1/16

## RIVER STEAMERS, SCHOONERS, AND LOCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nan*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powai*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.  
 Hongkong and Macao.  
*Heungshah*, British steamer, 1,655, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lunghan*, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.  
 Canton and West River.  
*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saiman*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
*APENRADE*, German steamer, 611, Lorenzen, 12th Dec.—Haiphong, 12th Dec., and Hoihow 12th Dec.—General.—Jensen & Co.  
*ARIAKE MARU*, Japanese steamer, 2,183, T. Tashika, 11th Dec.—Kutchinotzu 5th Dec. Coal.—Mitsui Bussan Kaisha.  
*BORNIDA*, Italian steamer, 1,499, Domenico Costa, 11th Dec.—Bombay 17th Nov. and Singapore 30th, General.—Carlwell & Co.  
*BRAND*, Norwegian steamer, 1,520, John Thorsen, 30th Nov.—Moji 23rd Nov. Coal and Cokes.—Dodwell & Co., Ltd.  
*DAIGI MARU*, Japanese steamer, 891, T. Kitano, 11th Dec.—Tamsui 6th Dec., Amoy 9th, and Swatow 10th, General.—Mitsui Bussan Kaisha.  
*ELSA*, German steamer, 1,702, P. Schöndorff, 9th Dec.—Hong Kong 7th Dec. Coals.—Shewan, Tomes & Co.  
*EMMA*, German steamer, 1,110, Schall, 9th Dec.—Joana 28th Nov. Sugar.—E. A. Trading Co.  
*EMPEROR OF JAPAN*, British steamer, 5,904, H. Pybus, R.N.R., 27th Nov.—Vancouver B.C. 5th Nov. and Shanghai 24th, Mails and General.—C. P. R. Co.  
*ESMERALDA*, British steamer, 966, J. Mc Ginty, 17th Nov.—Cebu, P.I. Nov., Hong Kong, Swatow, and Co.  
*FAUSANO*, British steamer, 1,410, S. A. Mitchell, 12th Dec.—Java 20th Nov. Sugar.—Jardine, Matheson & Co.  
*HAICHING*, British steamer, 1,776, W. G. Davis, 8th Dec.—Taku via Chefoo and Wei-hai-wei 28th Nov. Ballast.—Government.  
*HAIRAN*, French steamer, 377, L. Andersen, 11th Dec.—Pakhoid and Hoihow 10th Dec. General.—A. R. Marty.  
*HAIOLOG*, British steamer, 783, H. Bathurst, 12th Dec.—Swatow 11th Dec. General.—Donghai, Laprak & Co.

## THE HONGKONG TELEGRAPH, SATURDAY, DECEMBER 14, 1901.

*HANSA*, German steamer, 1,202, Lorenzen, 10th Dec.—Java 28th Nov. Sugar.—Butterfield & Swire.  
*HOLSTEIN*, German steamer, 985, inland, 12th Dec.—Manila 9th Dec. Ballast.—Jensen & Co.  
**HONGKONG**, French steamer, 736, J. Pannier, 6th Dec.—Haiphong 3rd Dec. and Hoihow 5th, Rice.—A. R. Marty.  
*HIVE*, French steamer, 705, G. Godinard, 9th Dec.—Haiphong and Hoihow 8th Dec. Rice.—A. R. Marty.  
*JACOB DIEDERICHSEN*, German steamer, 623, G. Schlaikier, 12th Dec.—Haiphong and Hoihow 11th Dec. General.—Jensen & Co.  
*KWIBAND*, British steamer, 1,062, A. W. Osterband, 13th Dec.—Tientsin 4th Dec. and Chefoo 8th, General.—Butterfield & Swire.  
*LAL TOC*, Spanish steamer, 185, Fabbregus, 17th Nov.—Manila 13th Nov. Ballast.—A. R. Marty.  
*MACHEW*, German steamer, 990, G. Wendig, 6th Dec.—Bangkok 28th Nov. Rice, Wood and Salt Fish.—Melchers & Co.  
*PAX*, Belgian steamer, 1,207, E. Damster, 12th Dec.—Iloilo 6th Dec. Sugar and Skins Boat.—Melchers & Co.  
*PERLA*, British steamer, 1,286, G. Blackland, 12th Dec.—Iloilo 7th Dec. Sugar.—Shewan, Tomes & Co.  
*PHILIPPA*, German steamer, 1,021, Mangelsdorff, 10th Dec.—Ang Hin Dec. General.—Butterfield & Swire.  
*PROGRESS*, German steamer, 687, H. Meyer, 9th Dec.—Touren 6th Dec. General.—Stemmen & Co.  
*PROTECTOR*, Norwegian steamer, 1,669, Thorsen, 12th Dec.—Canton 12th Dec. General.—E. A. Trading Co.  
*RIJUN MARU*, Japanese steamer, 2,979, N. Ohno, 6th Dec.—Shanghai 3rd Dec. General.—Nippon Yusen Kaisha.  
*SATURN*, American transport, 1,017, Frank E. Foso, 14th Nov.—Shanghai 11th Nov.  
*SENECA*, British steamer, 3,137, R. Cormack, 27th Nov.—New York 26th Sept. Petroleum.—Standard Oil Co.  
*SISHAN*, British steamer, 845, A. Jones, 13th Dec.—Saigon 7th Dec. General.—Bradley & Co.  
*TACOMA*, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug. General.—Dodwell & Co., Ltd.  
*TAI FU*, German steamer, 1,065, H. Martens, 8th Dec.—Bangkok via Swatow 27th Nov. Rice and General.—Tung Kee.  
*TAIYUAN*, British steamer, 1,459, L. Dawson, 9th Dec.—Japan 3rd Dec. General.—Butterfield & Swire.  
*THYRA*, Norwegian steamer, 2,419, G. L. Halvorsen, 10th Dec.—San Francisco via Japan 29th Oct. General.—Butterfield & Swire.  
*YUENSANG*, British steamer, 1,128, P. H. Rolfe, R.N.R., 6th Dec.—Manila 30th Nov. and Amoy 5th Dec. General.—Jardine, Matheson & Co.  
*ZAFIRO*, British steamer, 1,610, A. Ramsay, 12th Dec.—Manila 9th Dec. General.—Shewan, Tomes & Co.

## Sailing Vessels.

*DIRIGO*, American ship, 2,845, Geo. W. Goodwin, 6th Dec.—New York 30th June, Kerosine Oil.—Master.  
*FRED P. LITCHFIELD*, American bark, 1,080, Allen, Fulton, 12th Dec.—Fremantle, W.A. 15th Sept. Sandalwood.—Order.  
*GEORGE E. HAY*, British ship, 1,847, E. Spice, 20th Oct.—Cebu 8th Oct. Ballast.—Arnold, Karberg & Co.  
*HERZOG JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October.—Manila 6th Oct. General.—Master.  
*J. B. WALKER*, American bark, 875, Day, 9th Dec.—Manila 14th November, Ballast.—Standard Oil Co.  
*LUCIA*, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept. Timber.—Master.  
*MOBILE BAY*, British bark, 1,117, James A. Boyu, 12th Dec.—Hong Kong 17th Nov. Coals.—Jardine, Matheson & Co.  
*OSBERGA*, British bark, 950, Densmore, 4th Nov.—Manila 1st Nov. Ballast.—Order.  
*SEA WITCH*, American ship, 1,172, Howe, 21st Feb.—Manila 18th Feb. Ballast.—Master.

## HIS BRITANNIC MAJESTY'S SHIPS "ON THE CHINA STATION."

Hongkong, December 13th, 1901.  
*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Craddock, Hongkong.  
*Albion*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. H. Hewitt, Japan.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
*Arctura*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.  
*Astraea*, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Shanghai.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.  
*Drumhead*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Canton.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.  
*Britomart*, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.  
*Cressy*, 1st-class battleship, 12,000 tons, Capt. Tudor, Hongkong.  
*Daphne*, sloop, 1,120 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenham, Hongkong.  
*Eclipse*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 12,500 tons, 14,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Tientsin.  
*Eth*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.  
*Glory*, 1st-class flagship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, Hongkong.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.  
*Hummer*, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renauker, Huihan, Japan.

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*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.  
*Oliver*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C.P. Mansel, Taku.  
*Panik*, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Shanghai.  
*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,100 h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
*Plour*, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Waits Jones, Hongkong.  
*Rambler*, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpoll*, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comr. C. F. Corbett, Hongkong.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rovario*, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgle, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stophord, Hongkong.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell C.L. Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 23,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei, en route.  
*Twins*, 2nd-class gunboat, 373 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
*Waterlark*, surveying ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Tai-poo.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.  
*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiu-liang.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, 1st-class; and 3 second-class boats.  
**Miscellaneous.**  
*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrandy, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 9,000 h.p., Capt. J. P. Rossum, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Iloilo.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter, Swatow, Shanghai.  
*Pia Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,750 h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons, twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vaseloff, at Tientsin.  
*Albatros*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskoff, at Nagasaki.  
*Bobr*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dvorovskoff, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
*Gremiasichy*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Shanghai.  
*Koreyev*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Mandour*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Vakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,600 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayadnoff*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Otavan*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Shanghai.  
*Petrofavlouski*, Russian battleship, 12,000 tons, Capt. Grevai, at Nagasaki.  
*Poltava*, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojhoff, at Nagasaki.  
*Rosby*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Suvastopol*, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melensky, at Nagasaki.  
*Slatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Stroel Veliky*, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.  
*Stovitch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Sobutain, at Nagasaki.  
*Suvaborg*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 600 tons, 16 guns, Prince Onchotomsky, at Port Arthur.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vladiv*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogolia, at Taku.  
*Zahitka*, Russian cruiser, 1,340 tons, 20 guns, 2,000 h.p., Capt. Shkruft, at Nagasaki.

## (At and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Noyakoff, at Shanghai.  
*Fort*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.  
*Jantichik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Kasatka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
*Kli*, Russian torpedo boat, 350 tons, Captain Kyparsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossiysk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

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*Palomah*, Russian torpedo boat, 33 tons, 1 gun, 120 h.p., 16 knots.  
*Siriz*, Russian torpedo boat, 13 tons, 1 gun, 220 h.p., 16 knots.  
*Skat*, Russian torpedo boat, 350 tons, Captain Shmirnov, at Shanghai.  
*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Soolchins*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Gless, at Shanghai.  
*Sterlach*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sungari*, Russian torpedo boat, 130 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 90 tons, 3 guns, 2 torp tubes 730 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,600 h.p., 23 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Renouff.

## THE GERMAN SQUADRON.

*Bismarck*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
 \* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
*Gefion*, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.  
 \* *Hansa*, German cruiser, 6,800 tons, 32 guns, Capt. Paschen, at Woussung.  
*Hela*, German dispatch-vessel, 2,000 tons, 12 guns, Capt. Kempold, at Woussung.  
*Hertie*, German cruiser, 5,600 tons, 30 guns, Capt. Derwinsky, at Hongkong.  
*Ilse*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, at Hongkong.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.  
 \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holendorff, at Woussung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Dachselt, at Shanghai.  
*Schwale*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstidt, at Hongkong.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borchsenius, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
*No. 60*, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
*No. 67*, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
*No. 62*, German torpedo-boat, 320 tons, Capt. Lieut. Püllen, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Gieseler.  
 \* Flagship of Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.  
*Bergall*, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugard*, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 h.p., Capt. Delfevre, at Shanghai.  
*Chasseloup Laubat*, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.  
*Comde*, gunboat, 600 tons, Capt. Lotiel, at Canton.  
*Dedeid*, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.  
 \* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., C. Captain Saulne, at Woussung.  
*Eure*, Dispatch-transport, Captain Vallée, at Saigon.  
*Friant*, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
*Kersaint*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Prost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Molet, at Shanghai.  
*Sfax*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Monnet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bomessaur, at Hongkong.  
*Vibère*, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

*Albatross*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,450 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Celtic*, U.S. supply ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forse, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culpeper*, U.S. supply ship, 7,000 tons, 4,350 h.p., Comdr. J. C. Griffin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Boyman, at Hongkong.  
*Glacier*, U.S. supply ship, Lieut.-Comdr. A. Metz, at Manila.  
*Helen*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
*Manila*, U.S. gunboat, 1,697 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. E. Mero, at Manila.  
*Marblehead*, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. H. G. Green, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, at Hongkong.  
*Monocacy*, U.S. gunboat, 1,370 tons, 6 guns, 250 h.p., Com. G. A. Eicknell, at Taku.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.  
*Nephele*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

## THE H